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Hong Kong Daily Press

ESTABLISHED 1857.

No. 11182

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Hongkong, 4th December, 1893. 12549

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For Freight or Passage apply to

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Hongkong, 4th December, 1893. 12550

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FOR SHANGHAI VIA AMOY.

Taking Cargo and Passengers at through rates for NINGPO, CHIEN, MENCHANG, TIENTSIN,

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Hongkong, 2nd December, 1893. 12563

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TION COMPANY.

(UNDER MAIL CONTRACT WITH THE

AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PENANG,

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Taking Cargo at through rates to CALCUTTA,

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SEA, I. AND ADRIATIC PORTS.

THE Company's Steamship

"VINDOBONA."

Captain P. Morsa, will be despatched as above

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Cargo will not be received on board after 3

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For further information as to Passage and

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C. ZANELLA,

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Hongkong, 4th December, 1893. 12564

"BEN" LINE OF STEAMERS.

FOR LONDON (VIA SUEZ CANAL).

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"BENEDIKT,"

Captain Farquhar, will be despatched as above

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For Freight or Passage, apply to

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Hongkong, 2nd December, 1893. 12565

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SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, and QUEENSLAND

Ports and taking through Cargo to ADE-

LIDE, NEW ZEALAND, TASMANIA, &c.)

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"MENMUIR."

Captain Craig, will be despatched for above

Ports on SATURDAY, 9th inst., at DAWLIGHT.

This well-known steamer is specially fitted for

Passengers and has large Saloon Chambers,

ensuring a supply of Fresh Meat, Ice, &c., throughout the voyage. A duly qualified Sur-

geon is carried.

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Hongkong, 2nd December, 1893. 12566

THE HONGKONG AND KOWLOON

WHARF AND GODOWN

COMPANY, LIMITED.

FOR ALL WHOM IT MAY CONCERN.

NOTICE IS HEREBY GIVEN that the

HONGKONG AND KOWLOON

WHARF AND GODOWN COMPANY,

LIMITED, intend at an early date to apply to

the Honorable the Legislative Council of

Hongkong for an ORDINANCE to enable

the Company to erect a Godown on certain

Public Roads in Kowloon, in the Colony of

Hongkong, and to confer upon the Company

certain other rights, powers, and privileges.

EDWARD OSBORNE,

Secretary.

Hongkong, 2nd December, 1893. 12567

A. E. SKELTON & CO.,

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SALT ROOMS, 17, PRAYA CENTRAL

ON

THURSDAY next, 7th December, 1893,

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USEFUL HOUSEHOLD FURNITURE

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various

HOUSEHOLD REQUISITES.

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A. E. SKELTON & CO.,

Australians & Valentines.

Hongkong, 4th December, 1893. 12568

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GODOWNS—

BLUE BUILDINGS.

Apply to

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 4th December, 1893. 12569

NOTICE

ON and after the 1st DECEMBER, NO

CHITS will be taken in the following

Boats:

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THE HOTEL.

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BROWN, JONES & CO.
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CHRISTMAS GOODS.

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DRAESES, PRALINES, and a large selection of PURE CONFETIONERY from the leading Manufacturers.

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PINE, APRICOT, CHERRY, LIME, GUAVA, and other FRUIT JELLIES in great variety.

TOM SMITH'S CHRISTMAS CRACKERS.

COLOURED OPALS mounted in Pinch, representing favourite subjects.

A large assortment of ENGLISH and JAPANESE CHRISTMAS CARDS, of handsome and artistic designs, suitable to all tastes and at moderate prices.

A. S. WATSON & CO., LIMITED,
The Hongkong Dispensary,
Established A.D. 1841.
Hongkong, 2nd November, 1893.

NOTICE TO CORRESPONDENTS.
One copy of each newspaper containing the news columns should be addressed to the Editor of "The Daily Press."

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No correspondence or communications that have appeared in other papers first will be inserted.

Orders for extra copies of the "Daily Press" should be sent before 11 a.m. on the day of publication after which the supply is limited. Only supplied for cash.

Teleggraphic Address: "Press," P.O. Box 12, Telephone No. 12.

MAGISTER.
On the 2nd inst., at the Cathedral, Macao, Hon. William Dixon, of Hongkong, to SETHURAJA MARY DOGROS SANCHES.

The Daily Press.

HONGKONG, DECEMBER 4TH, 1893.—

The more Sir Thomas McIlwraith's action in promoting the landing of a French cable on the Australian shore is examined, the more ill-advised does it appear. There is, of course, no reason why permission should not be accorded for the laying of a foreign cable, but that the Governments of Queensland and New South Wales should have gone out of their way to assist it with a subsidy is remarkable, seeing that Australia can receive no commercial benefit from the undertaking. Queensland's action in the matter appears to have been dictated solely by spite against the Eastern Extension Telegraph Company, and she carried New South Wales with her. The former colony's long-standing bitterness against the Company arises from the fact that the first Australian cable was landed at Port Darwin instead of Normanton, thus making South Australia, Queensland's rival, the medium of communication with the other colonies. The reason for landing at Port Darwin was that the Company thereby saved the construction and maintenance of a long and expensive land line through a difficult country. The Queensland Government were mortally offended at this and have ever since exhibited extreme hostility to the Company. Sir JOHN FENDER, the Chairman of the Company, has, on several occasions, endeavoured to remove the grievance by offering, at the Company's expense, to connect the Queensland telegraph cable to their system Port Darwin, but all his overtures have been rejected, and Queensland is now publishing its own merchants by making them pay at the old rate of 9s. 6d. per word for telegrams to England, when they could enjoy the same benefits as the other colonies by joining the guarantee arrangement. That colony has now gone further and endeavoured to encourage foreign cable enterprise, a proceeding which merits the severe censure passed upon it by Lord RICHEY. British Companies control the principal cable communications of the world, a fact which inspires some of the other nations with a lively envy, especially France, which has for some time past been working with a view to the establishment of French cables. The New Caledonian cable is entirely French enterprise and the cable itself was manufactured in France. Sir TRAVIS McILWRAITH now affects to look upon it as a merely local affair, but the Company that owns it wants to make it the first link in a French cable to connect Canada and Australia, and it has succeeded in getting Queensland and New South Wales to help in support

ing what, from that point of view, must be regarded as an anti-British enterprise. So far as goes the cable offers no serious menace to British interests, and the idea of carrying it right across the Pacific is of course impracticable, for it would be very many years before it could pay a commercial enterprise and neither the Australian Colonies nor Canada would contribute anything to a foreign cable along that route. Queensland and New South Wales seem, indeed, already ashamed of the share they have taken in the small New Caledonian enterprise, as they have good reason to be, for their actions show how far mercantile spirit will sometimes override high Imperial interests in the minds of men leading and ordinarily patriotic statesmen.

Naturally the question of rates suggests itself in connection with any consideration of cable communications. Sir THOMAS McIlwraith's contention is that a rate of £1 or £1 6d. a word from Australia to England would pay, but a rather significant commentary on this is the fact that over the short stretch of cable from Queensland to New Caledonia, which has the advantage of subsidies from France, from Queensland, and from New South Wales, the rate is £1 6d. a word. Of course if the various Governments liked to guarantee a specified dividend the rates could be fixed at any figure desired, the less if any being made up by the taxpayers, but as long as the cables are worked on a commercial basis we must be prepared to set the cable companies straining every nerve to maintain their monopoly and the highest tariff they can exact from a long-suffering public. From the point of view of the shareholders in these companies and the position of trust occupied by their directors, could any higher compliment be paid to them than this? To make big dividends and to prolong the period of doing so is what the directors are there for. Such at least is the view taken by shareholders in respect of our various local companies and the cutting of rates of freight, which has diminished the earnings of the shipping concerns so woefully during the last few years, has not been viewed with universal favour, nor are the directors looked upon as spoilers of the public because they are now succeeding in putting rates up again. The advantages of cheap telegraphy, however, cannot be denied and all public bodies are bound to work for it with might and main, but always bearing in mind the impolicy of cutting off one's nose to spite one's face. There are Imperial interests to be considered that must outweigh any mere question of rates. If by encouraging foreign competition the cable rates were reduced below the paying point, or below a point which the management chose to declare was the paying point, the Government would perform a service for Great Britain could not afford to be dependent on foreigners for her telegraphic communication with her dependencies. From whatever point of view it is looked at, therefore, the agitation for cheaper telegraphic rates should stop short of subduing foreign companies.

The P. & O. steamer Manila left Singapore for this port at 10 a.m. on Saturday.

Colin M. Ford succeeds Mr. Gardner as British Consul at Amoy.

The remainder of the Shanghai Municipal Council's order for Jumbo stamps has arrived.

Gaudrey, recently reported ashore near Singapore, was towed off by H.M.S. Fortune.

H.M.S.'s sloop Dauphin, Commander MacArthur, arrived at Shanghai on the 26th ult. from Port Hamilton.

Captain O. & O. steamer Edipio, with mails, &c., left San Francisco for this port via Yokohama on the 30th ult.

Captain Charles Graham, late of Mr. Holt's Office Line, has been appointed assistant editor of the Liverpool Journal of Commerce.

We would remind our readers of the French Consulate, which is to be held at the City Hall this afternoon under the patronage of H. B. the Governor and Lady Robinson.

At the regular meeting of the Zealand Lodge held on Friday evening Bro. J. B. Scott was elected Worshipful Master for the ensuing year, and Bro. R. H. Bell Treasurer.

Mr. Jones, the U. S. Consul-General at Shanghai, who only arrived at his post a few months ago, has had to take sick leave and some doubts are expressed as to his return.

A portion of the Yangtze, consisting of the Ting Yen, Wei Yen, Chik Yen, Chang Yen, King Yen, and Lei Yen, have received instructions to visit Hongkong, Saigon, Singapore, and Manila, and two of the vessels, we hear, will go on to Australia.

A Post Office notification states that on and after the 1st January next remittances between the ports of China should be made by postal rates, and after that date named Hongkong postage stamps will not be exchanged for cash at the General Post Office or its agencies.

Fires have lately been unusually frequent at Shanghai, the Chinese themselves attributing a supernatural explanation of the occurrence. They attribute it to revenge on the part of the fire devas who was enraged by the brave display of fire engines, etc., made on Jubilee night!

A fire occurred at Shanghai on the 26th ult., the French concession, which was out sailing, was attacked by a tiger. He was unarmed, but showed great strength he struggled with the beast, and after a fierce battle killed the creature. It took four minutes some of the Garrison came and killed the tiger, but not before Lieutenant Goullié had been seriously injured.

The Lord Mayor of London, at the suggestion of the Queen, invited the captain and officers of his Imperial Japanese Majesty's ship Yodo, now in British waters, to dine at the Mansion House on 7th November. Captain Kawara, while expressing his thanks for the invitation, with much regret that the ship having to undergo some repairs at the Thaumas, he was unable to bring her into the Thames. He conveyed his sincere acknowledgments for the mark of honour and the kind words of welcome which the Lieutenant Goullié had been seriously injured.

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his stroke to look after the younger generation and to "give his" self. It is to be hoped the owners are none the worse for it!

I cut the following account of an interesting contest from the paper just to hand:—"The King has come between Captain Cody, 'The King of the Cowboys,' and Mr. Meyer, the winner of the recent Paris-Troisvilles and Amiens Liege bicycle races, excited an unusual amount of interest in Parisian sporting circles. The cyclist and horseman naturally attended in force, and vigorously encouraged their respective champions. The number of the fans who followed Captain Cody was to be allowed ten horses, selected, while Mr. Meyer was to ride alone without passengers. The competitors were to ride twelve hours, divided into four hours a day for three consecutive days. A cycling track was specially built down inside the race-course of the Trotting Club at Levallois. Both men appeared to be splendidly fit and rode with great spirit. The result, however, was a foregone conclusion, and at the close of the match it was announced that the horseman had covered 217 miles 638 yards to the 206 miles 1,053 yards of the cyclist. Captain Cody's victory was greeted with loud cheers, shortly after which the road round the course in circuit fashion, standing on the back of two horses."

Questioned regarding his coaching experiences in America, Lord Baden-Powell has expressed the opinion that he was fairly beaten so far as the competition went; but he believes that the races had been more extended than those which have been different. "The Valkyrie was the best boat that could have been sent to America; but her crew had to contend with strong winds and strange tides. He did not have time enough with the coachmen. I believe that the boat did not contain sufficient to decide upon the respective merits of the enterprise and local. He still hoped the Cup might be brought to England, and would try again."

An assault at arms in connection with the V.R.C. is announced for the 15th at the City Hall. It is a form of entertainment which is well done in a show or a theatre, but one that could be presented in connection with an athletic organization, but it is also one which if not very capable, is apt to lose interest by repetition. I can think, however, for the quality of the forthcoming show and I am convinced that it will be one of the most enjoyable performances which have yet been given. The programme is just out, and a glance at some of the acts will be convincing proof that the originality which has been expended on the production is in addition to the usual fencing, gymnastics, and wrestling, we are to see the "surprise confections" and the "wizard on the wire." Afterwards we shall be introduced to the "miller and the swine," the "clown gymnasts," the "Patton Tomashoff," the "African Tawee dance," and "Dennybrook Fair." The whole is to conclude with a grand representation of an attack on the fortress of Al Masjid. Now, walk up and have your seats."

The cable batch of seven subscription greetings arrived from Shanghai on Saturday morning, and were drawn for shortly after their landing at Mr. Kennedy's stables. They proved to be a good looking lot with the exception of a grey, which has injured its back in such a manner that Mr. Lamb, who was inclined enough to draw a caricature, has "do any thing with it." Fifer, however, this time, wonders Lamb Smith, "a really good boy, of which report speaks a big term, and the beginning is well set to now." A dark grey fell to Mr. Jupp, and a smaller animal was secured by Mr. Gillies. A small looking white, said by some of the crowd to be the first of the 18 new set down at Mr. Bowyer's stable, was sold to Mr. Gray's stall, and a white to Mr. Yau Smith. Another consignment is expected on Monday, and will be drawn for at five o'clock at the Repository.

X.

THE BANK OF CHINA, JAPAN, AND THE STRAITS.

The subjoined telegram from Shanghai has been addressed:—The Trustee can inform shareholders in the Bank of China, Japan, and the Straits. In particular, it is your journal states it has understood that the bank's position has been much improved by the fall in the China exchange, but shareholders will do well to hear what the directors have to say before taking any decision in the matter:—

"Directors' Bank of China, Japan, Straits (Limited) intend making no further adjustment of accounts. Bank had no but suffered heavy losses, cannot afford to do. Better to liquidate. Your directors hold few shares, but those in Shanghai, Hongkong hold very many. Directors showed no accounts, gave no reason for making call. We protest against paying for Bank nearly ruined. Have petitioned native authorities on the subject. We appeal to you to the honour and convenience of British public. We demand liquidation of the bank. Li-kuan-chai and Shangha Owners of 80,000 shares."

These allegations the following reply has been made:—

3, Princesstreet, London, E.C., 2nd Nov.

"Sir.—My Directors have read the paragraph in your Every Article of to-day's issue with much surprise."

"There is Mr. Lee Kung Chee, the holder of 70 shares on the Shanghai register, but it is not the case that the 80,000 shares held by Chinese, indeed, little more than half that number is so held."

"It is not true that accounts have not been rendered, and that no remuneration has been given for making the call. Accounts were published at the end of 1892 and in issuing the notice of call shareholders were informed it was due to consequence of the directors' decision to undertake general expenses."

"The arrangement that the directors hold few shares is quite incorrect; their present holdings are larger than when the bank was established."

"The bank has telegrams from Shanghai to 4 o'clock this afternoon, and no mention was made of any dissatisfaction in them, and all references to the date when the directors proposed to enter into some business which they are associated with the formation of the bank will now be certain understandings with another institution not contemplated when the bank was started. All was necessary to provide the requisite funds, and as far as the bank is concerned it has been well met, more than half the amount being paid up, and in the case shareholders have paid up in full."—London and China Express.

THE ENGLISH MAIL.

The P. & O. steamer *Rohilla*, with the English mail of the 3rd inst., arrived yesterday. The following telegrams are from the Times of Ceylon:—

BATION STOPPAGE ADRIKI HELL.

LONDON, 15th November.

An Army Order has been issued that nation apprentices to and from India are to be abolished henceforth.

THE MINERS AND OWNERS CONFERENCE.

LONDON, 15th November.

Lord Rosebery's conference of miners and dealers meets in London on Friday. Delegates from each side will be present.

THE MINERS OF GREECE.

ATHENS, 15th November.

M. Tricoupi has succeeded in forming a new Ministry. He has decided to reach the Fund Convention, and is to make no effect compromise with creditors by offering 50 per cent. He has also abolished the payment of Gustou House debts in full.

COUNT KALYAN'S MOVEMENTS.

ROME, 16th November.

Count Kalayani has left Mecca after his interview with King Humbert.

DINNER TO MR. D. NAGHORN.

LONDON, 17th November.

The Indian Committee of the House of Commons last night gave a banquet to Mr. Dabubhai Naoroji, prior to his departure for India, and wished him every success.

DINNER TO LORD ELGIN.

LONDON, 17th November.

A dinner was given to Lord Elgin last night at the Northbrook Club.

Lord Rosebery, who was present, made a speech in the course of which he said that Lord

Elgin was ample fitted for the post of Viceroy, and was indeed one of the most promising. His Lordship went on to say that the frontier questions were not properly recognised the arduous task before them.

Lord Elgin, in reply, said he had every confidence in his future post. He was

and always in his future post. He was

in the recent Paris-Troisvilles and Amiens Liege bicycle races, excited an unusual amount of interest in Parisian sporting circles. The cyclist and horseman naturally attended in force, and vigorously encouraged their respective champions. The number of the fans who followed Captain Cody was to be allowed ten horses, selected, while Mr. Meyer was to ride alone without passengers. The competitors were to ride twelve hours, divided into four hours a day for three consecutive days. A cycling track was specially built down inside the race-course of the Trotting Club at Levallois. Both men appeared to be splendidly fit and rode with great spirit. The result, however, was a foregone conclusion, and at the close of the match it was announced that the horseman had covered 217 miles 638 yards to the 206 miles 1,053 yards of the cyclist. Captain Cody's victory was greeted with loud cheers, shortly after which the road round the course in circuit fashion, standing on the back of two horses,

which might be increased by a prompt deviation to

the right.

COMMERCIAL INTELLIGENCE.

SATURDAY, 2nd December.

CLOSING QUOTATIONS EXCHANGE.

ON LONDON.

Telegraphic Transfer..... 9/4

Bank Bills on demand..... 9/4

Bank Bills at 30 days sight..... 9/4

Credits at 4 months sight..... 9/4

Documentary Bills, months sight..... 9/4

ON PARIS.

Bank Bills, on demand..... 9/4

Credits at 4 months sight..... 9/4

ON NEW YORK.

Bank Bills on demand..... 5/7

Credits, 60 days' sight..... 5/7

ON BONN.

Telegraphic Transfer..... 1/8

Bank Bills on demand..... 1/8

ON COPENHAGEN.

Bank Bills on demand..... 1/8

ON SHANGHAI.

Bank Bills, on demand..... 7/4

Private Bills, 30 days sight..... 7/4

ON YOKOHAMA.

Bank Bills on demand..... 1/8

ON MANILA.

Bank Bills on demand..... 1/8

ON GOLD LEAD.

Bank Bills, on demand..... 1/8

JOINT STOCK BANKS.

Bank Bills, on demand..... 1/8

Bank Shares..... 1/8

Bank Bills, on demand..... 1/8

Bank Shares.....

INSURANCES

TRANSATLANTIC INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEGMUND & Co., Agents.

Hongkong, 16th November, 1893. [184]

NOTICE

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL (SUBSCRIBED), \$1,000,000.

The above Company is prepared to accept MARINE RISKS at Current Rates or Goods, &c. POLICIES GRANTED to all parts of the world payable at any of its Agencies.

HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 25th November, 1893. [2004]

IMPERIAL FIRE INSURANCE COMPANY, LIMITED.

ESTABLISHED 1803.

THE Undersigned AGENTS of the above Company are prepared to ACCEPT all European RISKS at Current Rates.

GIBB, LIVINGSTON & CO.
EDWARD SCHULHAUSS & CO., Agents.

Hongkong, 12th September, 1893. [1883]

NORTHERN BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL ASSETS AT 31st DECEMBER, 1892, EXCEED £11,400,000.

I.—AUTOMOBILE CAPITAL, £500,000
SUSPENDED CAPITAL, £3,750,000
PAID-UP CAPITAL, £87,400,000
GENERAL FUNDS, £2,675,000, £2,200,000
The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWWAN & Co., Agents.

Hongkong, 13th July, 1893. [1486]

HENRY FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE AGAINST FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1893. [1485]

THE HENRY FIRE INSURANCE COMPANY, LIMITED.

ESTABLISHED 1876.

HEAD OFFICE—Hongkong.
CAPITAL TWO MILLION DOLLARS
PAID-UP CAPITAL, \$400,000
RESERVE FUND, \$250,000
CLAIMS PAID, \$54,000
BONUSES PAID, \$3,000
RISKS accepted at CURRENT RATES OF PREMIUM.

JAS. B. COUGHTRELL,
Secretary.

Hongkong, 24th February, 1893. [1862]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEGMUND & CO., Agents.

Hongkong, 16th May, 1893. [17]

FIRE INSURANCE COMPANY, LTD. IN HAMBURG.

The Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 1st July, 1893. [1413]

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

LIST OF SUBSCRIBERS

TO THE HONGKONG TELEPHONE EXCHANGE.

25.—Abbot, Dr., 1.—7, H. & E. G. Gown, 10.—Albertson, Paper Mills, Co., Kowloon
Office, Wing Lok St. 8.—Elkton & Kowloon
Gordon Co.

26.—Anderson, G. C., 33.—Lindon & Lewton
Agents, 10.—N. & N. W. Dock Co.

27.—Anderson, Capt. G. C., 19.—Hokkaido & Shanghai
Trading Corp.

28.—Arnold, Karcher & Co., 77.—J. T. Clark & Co.

29.—Blackhead, F. J., 2.—F. P. H. Strand
Co., 20.—Do., Res.

30.—Blandford & Swire, 37.—Humphreys, J. D.,
Residence.

31.—Blandford & Swire, 51.—Import & Exports

32.—Blandford & Swire, Office.

33.—Blandford & Swire, 20.—Jordan, Dr. G. P.,
Residence.

34.—Blandford & Swire, 22.—Kingsbury, J. R.,
Residence.

35.—Blandford & Swire, 23.—Kingsbury, J. R.,
Residence.

36.—Canadian Pacific Rail-
way Co., 20.—Kingsbury, J. R., Resi-

37.—Canadian Pacific Rail-
way Co., 21.—Kingsbury, J. R., Resi-

38.—Central Police Dept., 10.—Kingsbury, J. R.,
Residence.

39.—Central Police Station, 14.—Do., Cananea Bay

40.—Chinaman, 17.—Leopold, Co., 10.—Kingsbury, J. R., Resi-

41.—China Sugar Refinery, 22.—Montgomery, H. C.,
Office.

42.—Cobain, 23.—Opium, Farver, Han

43.—Concordia, 23.—Opium, Farver, Han

44.—Cowie, Dr. A., 24.—Opium, Farver, Han

45.—Cowie, Dr. A., 25.—Opium, Farver, Han

46.—Cowie, Dr. A., 26.—Opium, Farver, Han

47.—Cowie, Dr. A., 27.—Opium, Farver, Han

48.—Cowie, Dr. A., 28.—Opium, Farver, Han

49.—Cowie, Dr. A., 29.—Opium, Farver, Han

50.—Cowie, Dr. A., 30.—Opium, Farver, Han

51.—Cowie, Dr. A., 31.—Opium, Farver, Han

52.—Cowie, Dr. A., 32.—Opium, Farver, Han

53.—Cowie, Dr. A., 33.—Opium, Farver, Han

54.—Cowie, Dr. A., 34.—Opium, Farver, Han

55.—Cowie, Dr. A., 35.—Opium, Farver, Han

56.—Cowie, Dr. A., 36.—Opium, Farver, Han

57.—Cowie, Dr. A., 37.—Opium, Farver, Han

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97.—Cowie, Dr. A., 77.—Opium, Farver, Han

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99.—Cowie, Dr. A., 79.—Opium, Farver, Han

100.—Cowie, Dr. A., 80.—Opium, Farver, Han

101.—Cowie, Dr. A., 81.—Opium, Farver, Han

102.—Cowie, Dr. A., 82.—Opium, Farver, Han

103.—Cowie, Dr. A., 83.—Opium, Farver, Han

104.—Cowie, Dr. A., 84.—Opium, Farver, Han

105.—Cowie, Dr. A., 85.—Opium, Farver, Han

106.—Cowie, Dr. A., 86.—Opium, Farver, Han

107.—Cowie, Dr. A., 87.—Opium, Farver, Han

108.—Cowie, Dr. A., 88.—Opium, Farver, Han

109.—Cowie, Dr. A., 89.—Opium, Farver, Han

110.—Cowie, Dr. A., 90.—Opium, Farver, Han

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113.—Cowie, Dr. A., 93.—Opium, Farver, Han

114.—Cowie, Dr. A., 94.—Opium, Farver, Han

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120.—Cowie, Dr. A., 100.—Opium, Farver, Han

121.—Cowie, Dr. A., 101.—Opium, Farver, Han

122.—Cowie, Dr. A., 102.—Opium, Farver, Han

123.—Cowie